

The Rambler

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THE MIDDLE HOUSE WAS THE HOME OF "AUNT JULIA" HANSON.

HERE is a building on the south side of E street between 9th and 10th streets to recall which will bring happy recollections to a great number of Washington people. High up on the front of that building is the legend "Marin's Hall" and the date of the construction of that particular building, "1876." It is hardly necessary to remind Washingtonians that Marin was one of those old dancing masters who taught the art of dancing to thousands of children, many of whom now have gray hair or bald heads. It has seemed to the Rambler that thousands of citizens must recall moments of their childhood as they pass this building and which occupies the site of that other public hall—Temperance Hall. Marin was one of the conspicuous figures of older Washington.

The Rambler does not know when Marin came to Washington, but he knows that there was a great May ball at Temperance Hall on May 9, 1865, and he knows that there had been many Marin's May balls before that date. But at that particular May ball Kate Seitz was the Goddess of Liberty, Jennie Montgomery was Queen of May and her maids of honor were Sallie Duncan, Lilly Bruf, Hebe Barney and Mary Morgan, while the crown bearer was Josephine Plant.

The old dances that were danced there are interesting to recall, and the names of the dancers may touch many fond and tender chords. The Rambler will give the list: Highland fling, Cornelia Campbell, village hornpipe, Flora Clark; Bayaderes, Kate Thompson; highland fling, Misses Norbeck and Plant; Sicillienne, Miss C. Barney; sailor's hornpipe, Master Harry Leonard; Neapolitane, Flora Cook; Irish lilt, Cornelia Campbell; Cracovienne, Miss Norbeck and Master Harry Leonard; El Bolero, Jessie Joyce; Chinese dance, Master Harry Cook and Frank Merchant; skipping rope, Master Harry Leonard; medley, Maud Magee. Then there were more fancy dances by twelve misses and masters, and the lancers and the polka by all the pupils, after which the ball closed.

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So they have installed on the Deutschland a submarine telephonic device, through which, it is said, the pulsation of a cruiser's engines can be heard at a distance of five miles. Since the Deutschland, with but seventeen feet of superstructure visible above the surface, and painted a mottled green, is not visible to a cruiser for a distance of much more than a mile, whereas she can, while under water, hear the pulsation of the cruiser's engines for five miles, the Germans believe there is little or no chance of the Deutschland coming to the surface within sight of one of the allies' submarines.

But if that tangle is escaped, there are others not much farther off. A merchant ship has the right to defend herself from capture at sea, according to the laws of the sea. Most of the merchant ships of the entente powers are now being armed for defense. Most of them are now armed. But it will be remembered that a very delicate diplomatic question arose some months ago as to when a merchant ship was using her guns offensively and when she was using them defensively.

If she used her guns offensively she lost her status as a merchant ship and became liable to destruction herself without regard to the lives of those aboard her. The Germans raised the claim that the British merchant ships were using their guns offensively, and this, they said, constituted offensive action. They submitted to the blockade committee the secret instructions issued by the British admiralty to captains of armed merchant ships which they had captured from the British steamer Woodfield as evidence to support their contention.

After months and months of diplomatic exchanges, the United States practically settled down into the position of a merchant ship had a legal right to fire upon any warship bent upon her capture; that when a submarine was used upon such a mission, and that, therefore, a merchant ship could lawfully, and even justifiably, use defensive action, any shot at an approaching submarine.

But obviously this attitude of the United States rested upon the circumstance that the only sort of submarine known was a warship. Now the super-submarine merchant liner Deutschland comes along and threatens to stir up this entire question again. If the Germans take their boat and develop a regular line of submarine merchantmen, will the allies' merchant ships be expected to follow the lead of the Deutschland? Presumably they will. What chance has the cruiser to approach and search a ship so elusive?

With surface craft the cruiser may open fire on a merchant vessel the moment she attempts to escape through the night. Query: When a submarine sinks below the waves, is she guilty of flight? Going down on an even keel, the Deutschland presumably could remain in the same spot and simply sink out of sight without diving. When would the cruiser have a legal right to open fire on her? Would laws written for days when ships behaved themselves and stayed where they belonged and could be seen apply in such case, and, if so, how would they be made to apply?

The intricacies of such a problem may be long in engaging the attention of American newspaper readers as well as of officials of the State Department. But German science, it must be recorded, is doing its best to spoil this nice problem by providing the Deutschland with an equipment designed to keep her from ever coming to



THE SOUTH SIDE OF E STREET, WEST OF TEMPERANCE, OR MARIN'S, HALL.

Diplomatic Problems Raised by Arrival of Submarine Liner Deutschland

BOAT Brought With Her a Pandora's Box of Legal Tangles, Besides Her Million-Dollar Cargo of Dyestuffs—Not Yet Presented in Form of Concrete Cases to the State Department—Report of Treasury Department Officials—Getting Along as Well as Possible With Old Laws When No New Ones Were Made for Period of the War.

BEYOND her million-dollar dyestuffs cargo, the German super-submarine Deutschland brought into Hampton roads with her a Pandora's box of diplomatic problems about which historians and publicists will be wrangling and writing long after peace comes in Europe and when the State Department is busy throughout the period of the war. These problems have not yet been presented in the form of concrete cases. Apparently the State Department is to have an easy task in the settlement of the only question raised by the initial appearance of the submarine liner in American waters—the question of whether she is to be classified as a merchant vessel or as a ship of war. The Treasury Department's representative in Baltimore having reported that the Deutschland could not be made available for warlike purposes or offensive operations without extensive structural alterations, the State Department is apparently saved the trouble of cracking that nut.

But, like the proverbial good luck to the first hand at cards, this easy beginning seems to presage only greater difficulties later on in the game. The moment the super-submarine dives under the water off the Virginia capes and begins her 4,000-mile game of hide and seek with the allies' warships, these diplomatic tangles are apt at any minute to arise. And, once started, they are expected to fill the columns of American newspapers as fully as the legal problems of the allies' blockade and the German submarine.

Here is a sample of the problems that may be bothering Americans and their government before long. Suppose the Deutschland, upon rising to the surface outside the three-mile limit, is sighted by a British cruiser. If it were an ordinary submarine, there would be a puff of smoke from the cruiser, and the submarine would stand a good chance of being sent to Davy Jones' locker.

But the Deutschland, it seems, is a merchant vessel, not a warship. Therefore, the cruiser cannot fire upon her at sight. It must warn the submarine and then approach to visit and search her. Now, according to the statement of the Deutschland's captain, the boat can disappear beneath the waves in a minute and a half. What chance has the cruiser to approach and search a ship so elusive?

With surface craft the cruiser may open fire on a merchant vessel the moment she attempts to escape through the night. Query: When a submarine sinks below the waves, is she guilty of flight? Going down on an even keel, the Deutschland presumably could remain in the same spot and simply sink out of sight without diving. When would the cruiser have a legal right to open fire on her? Would laws written for days when ships behaved themselves and stayed where they belonged and could be seen apply in such case, and, if so, how would they be made to apply?

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CAPT. PAUL KOENIG OF THE DEUTSCHLAND, WHO MUST CONSIDER THE DIPLOMATIC STATUS OF HIS BOAT AS WELL AS ITS NAVIGATION.

not to be prognosticated. And so it is that the Deutschland, with her million-dollar cargo of dyestuffs, is a Pandora's box of legal tangles, besides her million-dollar cargo of dyestuffs.

Now try to apply that ruling to the situation presented by the German when a regular line of submarine merchant ships will be plying between Bremen and American ports. Would the escape of the tolls of the blockade be due to cause or some rare exceptional negligence? Obviously not. Yet the blockade is "not in the main effective" and that it could be "easily eluded."

Could perfect vigilance arrest these under-water craft? Or would there not be a situation in which, on the one hand, the allies were exhibiting sufficient vigilance, in which they were employing all the force necessary to blockade and using that without a "general laxity or want of efficiency," and yet where, on the other hand, the Germans could elude the blockade, not spasmodically but regularly, sending their submarines out on schedule during the years since the war began, rendering it "not in the main effective?"

In other words, would it not be a situation in which it would be impossible to apply existing international law? Another little problem which is very likely to be presented arises from the duty of the United States to preserve the neutrality of its territorial waters extending to the three-mile limit. A quadruple alliance warship will hover along the three-mile limit off the Virginia capes awaiting word that the Deutschland has started on her journey home. It will be their game to come as close in to shore as possible when they hear the submarine is approaching.

Now, ordinarily the United States would send a warship to escort the German vessel to the three-mile limit in order to make certain that the allies' cruisers did not come within our waters and that our neutrality was protected. But this cannot be done with the Deutschland, for she will duck under the surface while still within American waters, and after that no one will know her course.

She may come up within the three-mile limit or she may head straight for the open sea. How is the United States to make sure that she gets out of American waters before she is attacked? It has been reported as the most likely course for the vessel to submerge within the three-mile limit, proceed up or down the coast within territorial waters and then to come to the surface at some distant point still within American territorial waters for a last look around before making for midocean.

These are but a few of the problems likely to be raised by the introduction of this new craft, the super-submarine merchant liner. The submarine warship did enough in the way of wrenching and twisting existing laws. For a time it looked as though that problem would get the better of the United States, occupying the precarious seat of the world's chief neutral power.

Thus far at least the United States has succeeded in saving itself by clinging to the policy that until new laws are accepted by all the nations the old laws must stand. Sometimes it has been a hard task to stretch these old laws to cover the new situations, and Secretary of State Lansing, in his formal communications to the powers, has frankly admitted that in some situations he thought this practice did not fully meet the ends of justice.

For that reason he urged upon the belligerent powers the adoption of a modus vivendi or operating agreement, which would serve as law for the period of the war. When that was rejected the United States was obliged to insist that they

get along the best way they could with the law as it stood.

But now the submarine merchant ship promises to raise even more questions, and also to upset, in a very real way, the old laws. The submarine is a new kind of vessel, and its appearance in the world's waters is a new thing. The submarine is a new kind of vessel, and its appearance in the world's waters is a new thing.

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But now the submarine merchant ship promises to raise even more questions, and also to upset, in a very real way, the old laws. The submarine is a new kind of vessel, and its appearance in the world's waters is a new thing.

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one is interested in the honey locust tree he should saunter along W street from 12th to 13th, or the opposite way, and he will find it.

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